

EXHIBIT A

PROPOSED TSP ADMENDMENTS TO MONROE LAND USE CODE

SECTION 1.200 DEFINITIONS

Activity Center: Uses or buildings that are open to the public, have a civic or community function, and/or attract visitors. Uses include public parks, public buildings (e.g., post office, library, city offices, schools), elder care facilities, and shopping centers.

Public And Semi-Public Building or Use: A building or use owned or operated by a religious, charitable, or other nonprofit organization; a public utility; or any social agency such as a church, school, auditorium, meeting hall, library, art gallery, museum, fire station, utility substation, cemetery, park, playground, community center or similar use. *Transportation improvements that are consistent with the adopted Transportation System Plan are considered a public use.*

Shared-use Path: A transportation improvement that supports multiple recreation and transportation opportunities, such as walking, bicycling, and rolling (e.g., skateboarding, inline skating, etc.). Shared-use paths conform to adopted City standards, are separated from vehicular traffic, and are located either within the public right-of-way or a public easement.

Street or Road: A public or private way that is created to provide vehicular ingress or egress for persons to one or more lots, parcels, areas or tracts of land and including the term "road," "highway," "lane," "drive" "avenue," "alley" or similar designations.

~~**Arterial:**— A street of considerable continuity which is primarily a traffic artery for interconnection between large areas.~~

~~**Collector:**— A street supplementary to the arterial street system and a means of interconnection between arterials; used for through traffic and access to small areas.~~

Principal Arterial: A roadway that carries regional traffic with origins and destinations outside the area. Territorial Highway and OR 99W are the only two principal arterials in Monroe.

Minor Arterial: A street that carries major local traffic between communities or nearby areas, or between community districts.

Collector: A street that carries major local traffic between communities or nearby areas, or between community districts. The Transportation System Plan designates two types of collector streets: Major Collectors and Minor

Collectors.

Cul-de-sac: A short dead-end street terminated by a vehicular turnaround.

Half Street: A portion of the width of a street, usually along the edge of a land division, where the remaining portion of the street could be provided in another tract.

Frontage Access Street: A minor street, protected from through traffic, providing access to abutting properties that is parallel and adjacent to a major arterial street.

~~**Local Street:** A street intended primarily for access to abutting properties.~~

Local Street: A street intended primarily to carry local traffic seeking access to adjacent property.

SECTION 2.500 CONDITIONAL USES

- (1) **Decision Criteria.** Conditional uses listed in this Code may be permitted, altered, or enlarged upon authorization of the Planning Commission in accordance with the following findings:
 - (a) That the characteristics of the proposed development are compatible with the land use zone, the surrounding area and potential impacts have been mitigated to the maximum extent practical.
 - (b) That the applicable provisions of city codes and ordinances are complied with.
 - (c) ~~That traffic congestion is avoided, pedestrian and vehicular safety is protected, and future street rights-of-way are protected.~~ Controlling the location and number of vehicle access points to better comply with the standards in the adopted Transportation System Plan, consistent with Section 5.122 and the adopted Transportation System Plan.
 - (d) That proposed signs or lighting will not, by size, location or color, interfere with traffic, limit visibility or impact on adjacent properties.
 - (e) That adequate water, sewage disposal system and utilities for the proposed use are available.
 - (f) That drainage-ways are protected and drainage facilities provided.

- (g) That the extent of emissions and potential nuisance characteristics are compatible with the land use zone, adjacent land uses, and the standards of all applicable regulatory agencies having jurisdiction.

SECTION 2.700 AMENDMENTS

- (1) **Decision Criteria.** All requests for an amendment to the text, zoning map or comprehensive plan map of this Code may be permitted upon authorization by the City Council in accordance with following findings:
 - (a) The proposed amendment is consistent with the intent of the Comprehensive Plan.
 - (b) There is a public need for the proposed amendment to comply with changing conditions or new laws.
 - (c) The amendment will not unduly adversely impact adjacent areas or the land use plan of the City.
 - (d) The amendment will not have an undue adverse environmental impact.
 - (e) The amendment will not have an undue adverse impact on public facilities.
 - (f) ~~The amendment will not have an undue adverse impact on transportation.~~ The amendment will be consistent with the adopted Transportation System Plan and will conform with Subsection (i).
 - (g) The amendment will not have an undue adverse impact on economy of the area.
 - (h) The amendment is consistent with the intent of applicable Statewide Planning Goals.
 - (i) Proposals to amend the Comprehensive Plan or Zoning Map shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR). Where the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with

the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

SECTION 5.120 PARKING

- (11) Bicycle parking. Bicycle parking spaces shall be provided with new development, a change of use, and building expansions.
- (a) Multi-family dwellings of four units or more shall provide a minimum of one (1) covered bicycle parking space per unit.
 - (b) Commercial developments that are required to provide two or more vehicle parking spaces shall provide a minimum of one (1) covered bicycle parking space and an additional one (1) bicycle parking space for every five (5) vehicle parking spaces thereafter in a designated area for bicycle parking.
 - (c) Industrial developments that are required to provide two or more vehicle parking spaces shall provide a minimum of one (1) covered bicycle parking space and an additional one (1) bicycle parking space for every ten (10) vehicle parking spaces thereafter in a designated area for bicycle parking.
 - (d) Transit transfer stations shall provide a minimum of one (1) covered bicycle parking space per bus route that is scheduled to arrive/depart from the station and park-and-ride lots shall provide a minimum of one (1) covered bicycle parking space per ten (10) vehicle parking spaces.
 - (e) Designated areas for parking that are not covered shall be located within 50 feet of a public entrance.
 - (f) Covered bicycle parking areas may be located in a garage or storage unit, or under an eave, independent structure, bicycle locker, or similar cover on site.
 - (g) Bicycle parking that is not required to be covered shall be accommodated by rounded or square style hoop racks that provide each bicycle parking space with at least two points of contact for a standard bicycle frame.

SECTION 5.122 ACCESS AND CLEAR VISION AREAS

- (1) Access:
- a) Every property shall abut a street other than an alley, for a minimum

width of 12 feet, except where the City has approved an easement for access or where the easement existed prior to the adoption of this Code.

- (a) Except as provided by Section 5.122.1.d, the following minimum distances shall be maintained between all access points (public or private) to a roadway, measured from center to center of adjacent access points on the same side of the roadway. Local street access spacing is measured from edge of driveway to edge of driveway.

Minor Arterial: 150 feet

Major and Minor Collector: 125 feet

Local Street: 10 feet

- (c) Access spacing standards for OR 99W and Territorial Highway are determined by ODOT and are defined in the Oregon Highway Plan, OAR 734-051, and ODOT's Highway Design Manual.
- (d) Exceptions and Adjustments. The Planning Commission may approve adjustments to the spacing standards of subsections (b), above, where an existing connection to a City street does not meet the standards of the roadway authority and the proposed development moves in the direction of code compliance. The Planning Commission through a Limited Land Use procedure may also approve a deviation to the spacing standards on City streets where it finds that mitigation measures, such as consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation alleviate all traffic operations and safety concerns.

SECTION 5.123 STREETS

- (2) ~~Street design shall conform to the design standards of the City of Corvallis adopted by the City of Monroe.~~ The size, design, and location of streets shall be consistent with Section 8.100 Adopted Design and Construction Standards as well as the adopted Transportation System Plan (TSP). Streets design shall include curb, gutters, sidewalks and utility easements unless specifically excepted by the Planning Commission.

~~(3) Right-of-way and roadway widths. The width of streets and roadways shall be adequate to fulfill city specifications as provided for in Article 8 of this Code. Unless otherwise indicated on an adopted City Street Plan, streets should not be less than the recommended minimums: Standard right-of-way and street widths shall be based on street classification and shall conform to the design standards of the City's adopted Transportation System Plan. Where conditions, particularly topography or the size and shape of the tract, make it impractical to otherwise provide buildable sites, narrower right-of-ways may be accepted, if necessary, and replaced with slope, sidewalk or utility easements dedicated on both sides of the right-of-way. Where topographical conditions necessitate cuts or fills for proper grading of streets, additional right-of-ways may be required.~~

~~(10) Cul-de-sac: A cul-de-sac should have a maximum length of 500 feet but may be longer where unusual circumstances exist. A cul-de-sac shall terminate with a circular turn-around with a minimum right-of-way radius of 50 feet.~~

(10) Cul-de-sac: A cul-de-sac street shall only be used where environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code preclude street extension and through-circulation. Where the City determines that a cul-de-sac is allowed, all of the following standards shall be met:

(a) A cul-de-sac shall not exceed a maximum length of 500 feet, except where the City Planning Commission determines that topographic or other physical constraints of the site require a longer cul-de-sac. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac. Approved cul-de-sac lengths will not exceed 900 feet.

(b) A cul-de-sac shall terminate with a circular turnaround with a minimum right-of-way radius of 50 feet.

(c) The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands. Such access ways shall conform to Section 5.124 (8). ????

SECTION 5.124 SIDEWALKS

(4) Local streets are required to have minimum 5-foot sidewalks with 4-foot planter strips installed adjacent to the curb.

(5) Sidewalks adjacent to Collector or Arterial Streets shall be a minimum of 5 feet in width separated by a planter strip of 5 feet in width adjacent to the curb.

~~Sidewalks in residential areas should be a minimum of 5 feet in width and shall be installed adjacent to the curb unless a planter strip of at least 4~~

~~feet in width is approved adjacent to the curb where sufficient right-of-way is available.~~

~~Sidewalks adjacent to Collector or Arterial Streets shall be a minimum of 5 feet in width separated by a planter strip of 4 feet in width adjacent to the curb where possible. Sidewalks may be approved adjacent to the curb where direct access is required. Sidewalks adjacent to the curb should be a minimum of 7 feet in width or a minimum of 10 feet in width adjacent to Commercial properties. Planter openings adjacent to the curb are encouraged within the 10-foot walks.~~

SECTION 5.125 BIKEWAYS

- (1) ~~Developments adjoining existing or proposed bikeways shall include provisions for connection and extension of such bikeways through dedication of easements or rights-of-way. The City may include bikeway improvements as conditions of approval for developments that will benefit from bikeways. Where possible, bikeways should be separated from other modes of travel, including pedestrian ways.~~ Developments adjoining existing or proposed shared-use path shall include provisions for connection and extension of such pathways through dedication of easements or rights-of-way.
- (2) ~~Minimum width for bikeways shall be 5 feet per travel lane.~~ Collector and arterial streets shall include bike lanes. Required street improvements and right-of-way dedication shall be consistent with the adopted Transportation System Plan.

SECTION 7.300 REQUIRED IMPROVEMENTS

- (10) **Pedestrian and Bicycle Access.** New partitions and subdivisions shall provide safe bicycle and pedestrian connections to adjacent existing and planned residential areas, transit stops, and activity centers. Non-motorized connectivity can be provided through sidewalks, shared-use paths, and striped and/or signed bicycle facilities on local roadways.

~~Sidewalks: Sidewalks are required on both sides of a public street and in any pedestrian way extending through a development or land division, except that in the case of primary or secondary arterials, or special type industrial districts, the Planning Commission may approve a development or land division without sidewalks if alternative pedestrian routes are available.~~

- ~~(11) **Bicycle Routes:** If appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets or separate bicycle paths.~~

- (12) (11) Utilities: The developer shall make necessary arrangements with serving utility companies for the installation of underground lines and facilities.

Section 7.500 TRAFFIC IMPACT ANALYSIS

- (1) A traffic impact analysis shall be submitted to the City with a land use application when any of the following conditions apply:
 - (a) Expected increase in trip generation of 100 or more daily trips as determined by using the most recent edition of the Institute of Transportation Engineer's Trip Generation Manual.
 - (b) Potential impacts to roadways where congestion or safety problems have been previously identified in the adopted Transportation System Plan.
 - (c) Changes in zoning designation.
 - (d) An increase in use of adjacent roadways by vehicles exceeding 26,000 pounds gross vehicle weight.
 - (e) The location of an existing or proposed access driveway does not meet minimum spacing or sight distance requirements or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, thereby creating a safety hazard.
 - (f) Potential impacts to roadways identified as bicycle routes and safe routes to school.
 - (g) A TIA is required by ODOT pursuant with OAR 734-051.
 - (h) As deemed appropriate by the City Planning Official in consultation with the City Engineer or, if expected impacts are to County roadways, the County Engineer.
- (2) Preparation. A traffic impact analysis (TIA) shall be prepared by a professional engineer registered in the State of Oregon. The study scope and content shall be determined in coordination with the County Engineer. Preparation of the report is the responsibility of the land owner or applicant.
- (3) Approval Criteria. When a TIA is required, a proposal is subject to the following criteria, in addition to all criteria otherwise applicable to the underlying land use proposal:
 - (a) The analysis demonstrates that transportation facilities exist or are planned pursuant to the adopted Transportation System Plan to serve the proposed development or identifies mitigation measures in a manner that is satisfactory to the City Engineer and, when State highway facilities are affected, to ODOT;

- (b) For affected non-highway facilities, the TIA demonstrates that applicable performance standards established in the adopted Transportation System Plan have been met; and
- (c) Proposed public improvements are designed and constructed to the street standards specified in Transportation System Plan and the applicable adopted design and construction standards, pursuant to Section 8.100.
- (4) Conditions of Approval. The City may deny, approve, or approve with conditions a development proposal; approval may include conditions needed to ensure transportation safety and operations standards and to provide the necessary right-of-way and improvements to ensure consistency with the Transportation System Plan and future planned transportation system. Improvements required as a condition of development approval shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements are directly related to and are roughly proportional to the impact of development.

SECTION 8.100 ADOPTED DESIGN AND CONSTRUCTION STANDARDS

The City of Monroe hereby adopts the latest edition of the Oregon Standard Specifications for Construction and the Oregon Standard Drawings for all public improvements including, but not limited to, improvements and extension of the water system, sanitary sewer system, storm sewer system, and streets, sidewalks, and driveways. Construction of city roadways within the UGB must be consistent with the cross-sections standards in the City's adopted Transportation System Plan.

SECTION 8.300 APPLICABILITY OF BENTON COUNTY STANDARDS:

For public improvements that are constructed within the public rights-of-way owned and controlled by Benton County, coordination is required with Benton County Public Works Department and required permits must be obtained. In the event of a conflict between the City of Monroe's adopted TSP, Design and Construction Standards and those of Benton County, ~~Benton County City~~ standards will take precedence unless ~~jointly agreed upon by~~ otherwise specified through a joint agreement between Benton County Public Works Department and the City of Monroe.